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CIA-RDP02B05208R000100130002-8

On Tuesday, 17 March 1987, I called
 Dissemination, and told
her to send the DCIDs to Mr. Morse, FAA.

STAT

Barb

Date 17 Mar 87

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U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 12 1987

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[Redacted]
Intelligence Community Staff
Room 5 S 08
[Redacted]

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Re: FAA Requirement for DCI Directives (DCIDs) (U)

(U) Reference telcon on this topic March 11, 1987 between yourself and Mr. Michael A. Morse of this office.

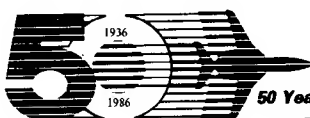
(U) Although the Federal Aviation Administration (FAA) as part of the Department of Transportation (DOT) is not a member of the intelligence community, FAA is charged with the conduct of a variety of functions which explicitly or implicitly involve access to Sensitive Compartmented Information (SCI), non-SCI intelligence, or other sensitive national security information.

(U) Recent changes in the nature and amount of classified information received by FAA, and by the Intelligence Division of the Office of Civil Aviation Security in particular, and additional requirements which are now foreseen make it appropriate for this office to receive and maintain a number of the DCID's.

(S/NF) Accordingly, request the FAA Office of Civil Aviation Security, Intelligence Division (ACS-400) be placed on immediate and future distribution for the following DCID's and changes thereto:

<u>DCID</u>	<u>Comments/Rationale</u>
Index	_____
1/7	FAA disseminates intelligence to field elements, cleared representatives of private industry and other entities.
1/11	Understanding of the structure and responsibilities of the intelligence community is needed to ensure effective operations by the Intelligence Division, which acts as the interface between the aviation security community and the U.S. Intelligence Community. Such understanding will also enhance proper protection of classified data, activities and relationships.

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FAA Security Control

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- 1/14 FAA employs personnel with SCI access. Although oversight of FAA special security matters will remain a responsibility of the CIA Special Security Center, FAA can and should play a significant role in ensuring that personnel security standards are met.
- 1/16 FAA is programmed to receive terminals on two automated systems (FLASHBOARD & DESIST) within the next 30-90 days, and may be included in two additional systems in the near future. One internal system for indexing of intelligence products containing information on threats and incidents affecting aviation will go on line by approximately May 87.
- 1/19 SCI data is received, stored and processed by HQ FAA and by FAA personnel.
- 1/20 See comments re: DCID 1/14. FAA personnel with SCI access travel extensively. Maintenance of this DCID at FAA will help ensure compliance with national policy.
- 1/21 FAA operates SCIF's and is building new facilities.
- 1/22 FAA has a TSCM program which should be run in consonance with national policy.
- 2/2 Intelligence Division oversees interface between NFIB agencies with requirements for data and FAA elements which have data developed as a result of, or incidental to, non-NFIP activities.
- 2/3 FAA requires unclassified data on incidents and developments worldwide for release to U.S. air carriers and other entities. The importance of FBIS reporting and future tasking of FBIS is expected to increase.
- 2/8 Required to ensure proper coordination of certain FAA field activities.
- 3/1 & 3/2 See 1/11. 3/7 is also required to ensure proper support
3/5 & 3/6 of Humint Collection Plans which task FAA. All are
3/7 needed to facilitate FAA participation in establishment of requirements.
- 3/14 See 1/11. Also required for development and implementation of FAA policy on information handling.
- 5/6 Needed to ensure conformity with national disclosure policies.

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6/1 & 6/2 FAA performs certain limited I & W threat warning functions with U.S. air carriers. Also needed for management of information needed by FAA when it is lead agency in air piracy incident management or is assisting FBI, JSOC or Department of State. See NSDD's 30. 138 207 inter alia.

6/4 Needed for wartime and contingency planning and reference. See also NSDD 95, annexes thereto and related documents.

Sincerely,

FOR Michael J. Marshall
FOR Jack L. Gregory
Manager, Intelligence Division
Office of Civil Aviation Security

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